(b) Some representations were received for addtional train between Bangalore and Trivandrum.

(c) Special trains are introduced and load of the trains are augmented to the extent feasible and justified to clear the extra rush for Guruvayoor and Sabarimala during mela period.

Replacement of landline telephones with mobile phone

†1190. SHRIMATI MAYA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that his Ministry is considering on replacing landline telephones by mobile phones in the country;

(b) if so, the details thereof;

(c) whether infrastructural arrangements are being made for this propose; and

(d) if so, the details of the progress in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise.

Kottayam-Erumeli railway line

1191. SHRI A. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether proposal/project for Kottayam-Erumeli railway line of Kerala has been abondoned;

(b) if so, the reasons therefor;

(c) if not, the details of present status of the above project; and

(d) the details of proposal of new railway lines in Kerala and the present status of these proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) In view of stiff resistance from the local people and recommendations of the State Government to drop this project, necessary action has been initiated to drop Kottayam-Erumeli new line project.

(d) The details of new line surveys completed in the recent past and of which report have been received are as under:—

†Original notice of the question was received in Hindi.

S.No.	New line	Length	Cost (in Kms)	Rate of return (Rs. in crore)
1.	Nilambur Road Nanjangud	236	1111.57	(-) 6.25%
2.	Tirur-Angadipuram	41	224.35	(-) 2.37%
3.	Erumeli-Punalur-Trivandrum	135.88	698.48	(-) 1.51%

Further, surveys for construction of new line for Madurai-Kottayam, Erumeli-Punalur and Kayamkulam to Kottarakara via Adoor, Pattanapuram & Auvaneeswaram have also been taken up.

Increasing Steel Production

1192. SHRI THANGA TAMIL SELVAN: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Government had decided to enhance the domestic production of steel to over 100 million tonnes;

(b) if so, the details thereof;

(c) whether it is also a fact that Government are considering to make the domestic steel industry globally competitive in terms of cost, quality and product mix; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILISERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) The steel sector was deregulated, delicensed and decontrolled in 1991-92. Therefore the market determines production targets and investment decisions in the steel sector. Nonetheless, in the National Steel Policy (NSP) it has been envisaged that by 2019-20 the country would attain an indigenous steel production of 110 million metric tonnes.

(c) and (d) The long-term goal of the National Steel Policy is that India should have a modern and efficient steel industry of world standards, catering to diversified steel demand. The focus of the policy would therefore be to achieve global competitiveness not only in terms of cost, quality and product-mix but also in terms of global benchmarks of efficiency and productivity.